

percent—much less than NAFTA and in some cases even less than that—of a car has to be made in the TPP region to qualify for the benefits of the agreement. Think about that. Under TPP, less than half a car has to be made in TPP countries, which include Canada, Mexico, and the United States, to receive the benefits of TPP.

So what does that mean? That means more than half of the components in the car—more than half of the car—can be made in China. So China can backdoor much of its supply chain into the Trans-Pacific Partnership. Then these cars, mostly made in China, will get the benefits of the Trans-Pacific Partnership, even though they aren't in the Trans-Pacific Partnership. As more countries join TPP, that 45-percent rule will become an even weaker standard, and fewer and fewer of our cars will come from the U.S. auto supply chain.

I never thought I would be able to say this, but this agreement makes NAFTA—an agreement I fought hard to defeat 20 years ago—look good. TPP's auto rules were written for Japanese automakers to the benefit of China and at the expense of American auto jobs.

TPP will jeopardize the livelihoods of thousands of Americans, including up to 600,000 Ohioans, whose jobs depend on the U.S. auto supply chain. These aren't just statistics. We are talking about real workers in real plants in real companies in real communities, in Ohio and across the country, with bills to pay and families to feed.

They fought hard to bring the American auto industry back to life. Their hard work made the auto rescue a success. Last year, 2015, was a record year for automakers. We can't pull the rug out from under them now with a trade deal that sells out American auto jobs.

Think of what we have done. In 2010, only—maybe fewer than this—10 million vehicles were made in the United States. Today that number is close to 17 million. Chrysler posted 7 percent gains in sales last year. GM and Ford were not far behind with 5 percent. I am proud to say the best-selling American vehicle for 34 years running, the Ford-150, runs on engines produced in Lima, OH. Five years ago the American President, President Obama, did the right thing when he personally committed to saving the American auto industry.

If you ask people in Ohio, in Toledo, in Avon Lake, in Cleveland, in Warren, in Lordstown, they know how important the auto rescue was. We were losing hundreds of thousands of jobs a month at the beginning of President Obama's term. Since the auto rescue, the next year—we have seen job growth in this country for 70 months in a row, 70 consecutive months of job growth starting with the auto rescue.

Now I hope the President will do the right thing again and go back to the drawing board on the aspects of this trade deal that we know will cost American auto jobs.

I yield the floor.

The PRESIDING OFFICER. The Senator from Arkansas

#### LAW ENFORCEMENT APPRECIATION DAY

OFFICER SHAWN BAKR AND DEPUTY SONNY  
SMITH

Mr. COTTON. Madam President, this past Saturday, January 9, was Law Enforcement Appreciation Day, a day set aside to honor the men and women who work in law enforcement, keeping our communities safe and enforcing the rule of law, which underpins any free and just society. Recently we have heard a great deal about controversies and scrutiny surrounding law enforcement in many parts of our country. It is easy to be distracted by these stories, but it is important to remember that many are inaccurate, and even the true ones are the exception, not the rule.

The rule is officers such as Little Rock Police Officer Shawn Bakr. On Saturday, Officer Bakr spent his Law Enforcement Appreciation Day and his night off working as a security guard at a local restaurant. During his shift, three armed men entered a restaurant and pointed a gun at an employee in an attempted robbery. Officer Bakr's law enforcement instincts kicked in, and he reacted with calm dispatch. He confronted the suspects, who subsequently shot him in the shoulder, yet he bravely managed to return fire and injure one of the robbers. The other two suspects fled but have since been apprehended after a standoff with Little Rock police earlier today.

The rule is also county sheriffs such as Johnson County Reserve Deputy Sonny Smith, who died in the line of duty last year after he was shot while responding to a burglary. Deputy Smith confronted danger head-on to protect his fellow Arkansans, and he gave the full measure of devotion to duty that only those called to serve in the front lines can fully understand.

The rule is also the large group of Deputy Smith's law enforcement colleagues who stood to the right of the stage, just hours after his death—a place typically reserved for parents—and saluted during his son's high school graduation ceremony so he would feel the support and love of the law enforcement community to which his dad belonged.

As a soldier in Iraq and Afghanistan, my soldiers and I knew what it meant to face our enemy head-on, but at the end of our tours, we went home. Many of us worked in much less dangerous jobs at military bases around the country until our next tour or we left the service.

For law enforcement officers, there is no end to the tour. They take risks every single day, often for the lengths of their careers. Officer Bakr's and Deputy Smith's actions are heroic by any definition, but to them and to countless other law enforcement offi-

cers across the country, that is simply part of the job description. Each day that they go to work, our law enforcement personnel around the country put themselves in harm's way to keep us and our communities safe.

So to all of our law enforcement officers, the men and women who serve with the selfless dedication of Shawn Bakr and Sonny Smith, thank you for your service and for your sacrifice. May God bless you and your families and keep you safe.

I yield the floor.

The PRESIDING OFFICER. The Senator from Arkansas.

#### REMEMBERING DALE BUMPERS

Mr. BOOZMAN. Madam President, I am here today with my colleague Senator COTTON to honor Dale Bumpers, a longtime advocate of Arkansas, who passed away on January 1 at the age of 90 after a long life of dedicated public service.

He was a soldier and a statesman who came from the small town of Charleston, AR. He did things not because of political pressure but because he believed they were the right things to do. He had a good foundation to understand the needs of Arkansans. He was a businessman, taking over operations at his father's former hardware, furniture, and appliance store, and he was a rancher and an attorney in Charleston, serving, as his memoirs indicate, as "the best lawyer in a one-lawyer town."

Following the Supreme Court's decision in the 1954 case *Brown v. Board of Education*, which outlawed segregation in schools, he advised compliance with the ruling, making it the first school district in the South to fully integrate.

He ran against incumbent Governor Winthrop Rockefeller to become the 38th Governor of the State of Arkansas. Four years later, he defeated longtime Senator William Fulbright in a primary before winning a seat in the Senate, a position he held for 24 years. He served as the chairman of the committee on small business from 1987 to 1994 and has a long list of accomplishments.

While he ended his Senate service more than a decade before I started serving in this Chamber, my colleagues who served alongside him regularly recall their memories of Senator Bumpers, a legendary orator who had a true gift for public speaking and who would tell stories in a way only a Southern gentleman with a keen sense of humor from smalltown Arkansas could. He was passionate about his convictions and spoke from his heart about matters that he believed in. In tributes to him on the floor during the last days of the 105th Congress, his colleagues described him as one of the most respected Members of this body. He was a champion of the environment, a supporter of the National Institutes of Health, funding the fight against HIV and AIDS, and a constant proponent